



City of Seattle
Edward B. Murray, Mayor

Department of Planning and Development
D. M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS, RECOMMENDATION AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 3015550
Applicant Name: Matt Driscoll
Address of Proposal: 4710 11th Avenue Northeast

SUMMARY OF PROPOSED ACTIONS

Land Use Application to allow a seven-story 40 unit residential structure with 1,300 square feet of commercial use at grade and four at-grade parking spaces. Two existing residential structures to be demolished.

The following approvals are required:

Design Review - Seattle Municipal Code (SMC) Section 23.41

SEPA - Environmental Determination pursuant to SMC 25.05

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

☒ DNS with conditions*

☐ DNS involving non-exempt grading or demolition or
involving another agency with jurisdiction

* Notice of the Early Determination of Non-significance was published on November 21, 2013 and re-noticed on December 2, 2013.

PROJECT DESCRIPTION

The applicant proposes to construct a seven-story structure with 40 residential units and 1,300 square feet of commercial on 11th Avenue Northeast between NE 47th and NE 50th Streets. The applicant proposes four parking spaces accessed from the alley on the east. The proposal would require demolition of two residential structures.

The applicant's submittal illustrates three design options. They share a similar program of one floor of commercial space facing 11th Ave, parking at the rear of the first floor accessed from the alley and residential units on levels two through six. Above the first floor, Option 1 in plan forms a fattened "I" shape with light wells on the north and south sides. Three units per floor face west, three units look east and two units peer south. An elevator core projects from the north façade dividing the light well into two. The upper floors extend over the ground floor on the east and west sides. Two stair towers are expressed on the 11th Ave and the alley facades along with sawtooth shaped bays. In plan, Option # 2 forms a symmetrical plan with a double

loaded corridor at the residential floors. The circulation spine extends east and west with four units on each side. Four light wells serves as modulation on the north and south facades. The massing appears symmetrical along the bilateral division. Similar to the first option, a series of serrated bays extend above and over the ground floor. Here too, the west facing stairwell appears open in elevation and centered on the central corridor.

The “C” shaped option # 3 places much of the vertical and horizontal circulation on the north elevation with corridors extending to the south. Units face east, west and south with a large void or light well on the south. Images from the booklet display extensive glazing along the storefronts, angled (serrated) bays with generous fenestration and an open staircase on the west. A habitable roof would provide an open air amenity for the tenants.

By the Recommendation meeting, the applicant refined Option # 2 with an open, central stair visible to the street flanked by four columns of projecting, angled bays. Responding to earlier guidance, the architect revised the 11th Ave façade to have a clearer composition with a base (storefront glazing and metal mesh), middle (dominated by five floors of projecting bays of metal and fiber cement panels) and a top of weathered steel panel surrounding square-shaped punched windows.

SITE & VICINITY

The 6,000 sq. ft. site lies within a multifamily Neighborhood Commercial (NC3 65) zone with a 65 foot height limit within the University District Northwest Urban Center Village. Two single family structures occupy the two parcels comprising the development site. The site’s declension totals approximately four feet from the highest point along the alley to the lowest point on the southwest. The site does not have a mapped environmentally critical area.

The site lies within the University District, an urban center, which includes University of Washington and its surroundings, catering, in part, to the collegiate experience. The vicinity includes a variety of uses from single family residences to commercial. New large scale development of mixed use structures and auto oriented sales and services are currently being permitted or constructed. New development includes the University Audi dealership and garage across 11th Ave, the mixed use building called The Curve, an Avalon Bay residential project, and a Residence Inn by Marriot all to the south of NE 47th St.

Major streets include I-5 and Roosevelt Way NE to the west, NE 45th St. to the south, NE 50th St to the north and 11th Ave in which the site borders. 11th Ave serves as a bus route with a stop situated just to the south of the subject parcel.

ANALYSIS - DESIGN REVIEW

Public Comments

Three members of the public affixed their names to the Early Design Review meeting sign-in sheet. One individual recommended more modulation of those elevations adjacent to neighboring properties.

GUIDELINES

After visiting the site, considering the analysis of the site and context provided by the proponent, and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified highest priority by letter and number from the

guidelines found in the City of Seattle’s “Design Review: Guidelines for Multi-family and Commercial Buildings”. The Neighborhood specific guidelines are summarized below. For the full text please visit the [Design Review website](#).

A Site Planning

- A-2 Streetscape Compatibility.** The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

University-specific supplemental guidance:

Context: Reinforcing the pedestrian streetscape and protecting public view corridors are particularly important site planning issues. Stepping back upper floors allows more sunlight to reach the street, minimizes impact to views, and maintains the low- to mediumrise character of the streetscape. Roof decks providing open space for mixed-use development can be located facing the street so that upper stories are, in effect, set back.

Guideline - Solar Orientation: Minimizing shadow impacts is important in the University neighborhood. The design of a structure and its massing on the site can enhance solar exposure for the project and minimize shadow impacts onto adjacent public areas between March 21st and September 21st. This is especially important on blocks with narrow rights-of-way relative to other neighborhood streets, including University Way, south of NE 50th Street.

- A-3 Entrances Visible from the Street.** Entries should be clearly identifiable and visible from the street.

University-specific supplemental guidance:

Context: Another way to emphasize human activity and pedestrian orientation, particularly along Mixed Use Corridors, is to provide clearly identifiable storefront entries. In residential projects, walkways and entries promote visual access and security.

Guidelines:

1. On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street.
2. In residential projects, except townhouses, it is generally preferable to have one walkway from the street that can serve several building entrances.
3. When a courtyard is proposed for a residential project, the courtyard should have at least one entry from the street.
4. In residential projects, front yard fences over four (4) feet in height that reduce visual access and security should be avoided.

The Board encouraged the extensive amounts of glazing along the street front as presented in the diagrams. The entry to the residential portion from the street should be clearly articulated and distinct from the doors and fenestration for the commercial uses.

- A-4 Human Activity.** New development should be sited and designed to encourage human activity on the street.

University-specific supplemental guidance:

Context: Pedestrian orientation and activity should be emphasized in the University Community, particularly along Mixed Use Corridors. While most streets feature narrow sidewalks relative to the volume of pedestrian traffic, wider sidewalks and

more small open spaces for sitting, street musicians, bus waiting, and other activities would benefit these areas. Pedestrian-oriented open spaces, such as wider sidewalks and plazas, are encouraged as long as the setback does not detract from the “street wall.”

Guidelines: On Mixed Use Corridors, where narrow sidewalks exist (less than 15’ wide), consider recessing entries to provide small open spaces for sitting, street musicians, bus waiting, or other pedestrian activities. Recessed entries should promote pedestrian movement and avoid blind corners.

- A-5 Respect for Adjacent Sites.** Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

University-specific supplemental guidance:

Context: This Citywide Design Guideline is particularly important where a building’s back side, service areas or parking lots could impact adjacent residential uses. Map 2 (page 8) shows potential impact areas—these are where Lowrise zones abut commercial zones.

Guideline: Special attention should be paid to projects in the zone edge areas as depicted in Map 2 to ensure impacts to Lowrise zones are minimized as described in A-5 of the Citywide Design Guidelines.

- A-6 Transition Between Residence and Street.** For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

The area between the building and sidewalk needs to be well designed to encourage pedestrian activity. See guideline A-4.

B. Height, Bulk and Scale

- B-1 Height, Bulk, and Scale Compatibility.** Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

University-specific supplemental guidance:

Context: The residential areas are experiencing a change from houses to block-like apartments. Also, the proximity of lower intensive zones to higher intensive zones requires special attention to potential impacts of increased height, bulk and scale. These potential impact areas are shown in Map 4. The design and siting of buildings is critical to maintaining stability and Lowrise character.

Guideline: Special attention should be paid to projects in the following areas to minimize impacts of increased height, bulk and scale as stated in the Citywide Design Guideline.

The Board responded well to the serrated elevations. In order to distinguish a base, middle and top for the structure and to produce a scale in keeping with the structure to the south, the height of the sawtooth bays should end at a floor level that relates to the lower height of this adjacent building.

C. Architectural Elements and Materials

- C-1 Architectural Context.** New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

University-specific supplemental guidance:

Context: Buildings in the University Community feature a broad range of building types with an equally broad range of architectural character. Because of the area's variety, no single architectural style or character emerges as a dominant direction for new construction. As an example, the University of Washington campus sets a general direction in architectural style and preference for masonry and cast stone materials, however, new buildings on and off campus incorporate the general massing and materials of this character, rather than replicating it.

Guidelines:

1. Although no single architectural style or character emerges as a dominant direction for new construction in the University Community, project applicants should show how the proposed design incorporates elements of the local architectural character especially when there are buildings of local historical significance or landmark status in the vicinity.
2. For areas within Ravenna Urban Village, particularly along 25th Avenue NE, the style of architecture is not as important so long as it emphasizes pedestrian orientation and avoids large-scale, standardized and auto-oriented characteristics.
3. On Mixed Use Corridors, consider breaking up the façade into modules of not more than 50 feet (measured horizontally parallel to the street) on University Way and 100 feet on other corridors, corresponding to traditional platting and building construction.
4. When the defined character of a block, including adjacent or facing blocks, is comprised of historic buildings, or groups of buildings of local historic importance and character, as well as street trees or other significant vegetation (as identified in the 1975 Inventory and subsequent updating), the architectural treatment of new development should respond to this local historical character.
5. Buildings in Lowrise zones should provide a "fine-grained" architectural character.

Noting the emerging context from new construction (many of which the NE Board has reviewed) in this portion of the University District, the Board encouraged the modern or contemporary vocabulary proposed by the architect. Emphasize both the openness of the structure and the extensive glazing.

- C-2 Architectural Concept and Consistency.** Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

Discussion focused on the merits of the three options, in particular, the variations in the partis. The Board recognized the efficiencies inherent in Option # 2, the bilaterally symmetric scheme, due to the proposal's relatively small size and compact site. The

quality of the light wells and the inability to combine the commercial spaces concerned the Board members.

The image or diagram produced on p. 14 (of the EDG packet) communicates a strong central organizing element, the vertical circulation expressed on the exterior. With later images (pages 18-19) this organizing idea appears diminished.

Detailing of such elements as the upper floor railings should relate to the building elements at the storefront level.

C-3 Human Scale. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

Ensure that the residential entrance is clearly defined. Other elements along the street edge need to be clearly shown in the Recommendation meeting drawings.

C-4 Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

University-specific supplemental guidance:

Guidelines:

- 1. New buildings should emphasize durable, attractive, and well-detailed finish materials, including: Brick; Concrete; Cast stone, natural stone, tile; Stucco and stucco-like panels; Art tile; Wood.**
- 2. Sculptural cast stone and decorative tile are particularly appropriate because they relate to campus architecture and Art Deco buildings. Wood and cast stone are appropriate for moldings and trim.**
- 3. The materials listed below are discouraged and should only be used if they complement the building's architectural character and are architecturally treated for a specific reason that supports the building and streetscape character: Masonry units; Metal siding; Wood siding and shingles; Vinyl siding; Sprayed-on finish; Mirrored glass.**
- 4. Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.**
- 5. Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.**
- 6. Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes. Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.**
- 7. Light standards should be compatible with other site design and building elements.**

Signs

Context: The Citywide Design Guidelines do not provide guidance for new signs. New guidelines encourage signs that reinforce the character of the building and the neighborhood.

Guidelines:

- 1. The following sign types are encouraged, particularly along Mixed Use Corridors – Pedestrian oriented shingle or blade signs extending from the**

- building front just above pedestrians; Marquee signs and signs on pedestrian canopies; Neon signs; Carefully executed window signs; such as etched glass or hand painted signs; Small signs on awnings or canopies.
2. Post mounted signs are discouraged.
 3. The location and installation of signage should be integrated with the building's architecture.
 4. Monument signs should be integrated into the development, such as on a screen wall.

Given that the proposal has one major elevation, 11th Avenue, the Board expects the specification of higher quality materials for this façade.

D. Pedestrian Environment

- D-1 Pedestrian Open Spaces and Entrances.** Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

University-specific supplemental guidance:

Context: The University Community would like to encourage, especially on Mixed Use Corridors, the provision of usable, small open spaces, such as gardens, courtyards, or plazas that are visible and/or accessible to the public. Therefore, providing ground-level open space is an important public objective and will improve the quality of both the pedestrian and residential environment.

Guidelines:

1. On Mixed Use Corridors, consider setting back a portion of the building to provide small pedestrian open spaces with seating amenities. The building façades along the open space must still be pedestrian-oriented.
2. On Mixed Use Corridors, entries to upper floor residential uses should be accessed from, but not dominate, the street frontage. On corner locations, the main residential entry should be on the side street with a small courtyard that provides a transition between the entry and the street.

Ensure that security concerns are addressed at the alley. This elevation must be clearly delineated in the Recommendation meeting packet.

- D-6 Screening of Dumpsters, Utilities, and Service Areas.** Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

Show the solid waste storage area and explain how it functions for the Recommendation meeting.

- D-7 Personal Safety and Security.** Project design should consider opportunities for enhancing personal safety and security in the environment under review.

The Board emphasized the importance of this guideline.

- D-10 Commercial Lighting.** Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

Include a concept lighting plan to the Recommendation booklet.

- D-11 Commercial Transparency.** Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

The extensive use of glazing at the storefront received praise.

- D-12 Residential Entries and Transitions.** For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

E. Landscaping

- E-2 Landscaping to Enhance the Building and/or Site.** Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

The applicant must provide drawings and information detailing how plantings will flourish on the green screens that grace the light wells.

MASTER USE PERMIT APPLICATION

The applicant revised the design and applied for a Master Use Permit with a design review component on October 31, 2013.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted the Final Recommendation meeting on March 17, 2014 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meeting, site plans, elevations, floor plans, landscaping plans, and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

Public Comments

Four members of the public affixed their names to the Recommendation meeting sign-in sheet. One person remarked that the open stairs are an engaging building element but that the entrance should convey a greater sense of arrival.

A. Site Planning

- A-2 Streetscape Compatibility.** The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

University-specific supplemental guidance:

Context: Reinforcing the pedestrian streetscape and protecting public view corridors are particularly important site planning issues. Stepping back upper floors allows more sunlight to reach the street, minimizes impact to views, and maintains the low- to medium rise character of the streetscape. Roof decks providing open space for mixed-use development can be located facing the street so that upper stories are, in effect, set back.

Guideline - Solar Orientation: Minimizing shadow impacts are important in the University neighborhood. The design of a structure and its massing on the site can enhance solar exposure for the project and minimize shadow impacts onto adjacent public areas between March 21st and September 21st. This is especially important on blocks with narrow rights-of-way relative to other neighborhood streets, including University Way, south of NE 50th Street.

A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.

University-specific supplemental guidance:

Context: Another way to emphasize human activity and pedestrian orientation, particularly along Mixed Use Corridors, is to provide clearly identifiable storefront entries. In residential projects, walkways and entries promote visual access and security.

Guidelines:

- 5. On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street.**
- 6. In residential projects, except townhouses, it is generally preferable to have one walkway from the street that can serve several building entrances.**
- 7. When a courtyard is proposed for a residential project, the courtyard should have at least one entry from the street.**
- 8. In residential projects, front yard fences over four (4) feet in height that reduce visual access and security should be avoided.**

The position of the residential entry to the side of the central organizing element, the open staircase, rather than beneath appears disconcerting. The Board recommends locating the entrance within the same vertical bay as the stairs. This action preserves the clarity of the original parti in which the Board members found so compelling at the EDG meeting. Revise the portion of the facade currently shown as the gate into the entry foyer to have the same storefront glazing system as the commercial spaces.

The underside of the stairs---so visible to the pedestrian---troubled the Board members. Revise the stairs to eliminate the visibility of its underside from the pedestrian realm.

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

University-specific supplemental guidance:

Context: Pedestrian orientation and activity should be emphasized in the University Community, particularly along Mixed Use Corridors. While most streets feature narrow sidewalks relative to the volume of pedestrian traffic, wider sidewalks and more small open spaces for sitting, street musicians, bus waiting, and other activities would benefit these areas. Pedestrian-oriented open spaces, such as wider sidewalks

and plazas, are encouraged as long as the setback does not detract from the “street wall.”

Guidelines: On Mixed Use Corridors, where narrow sidewalks exist (less than 15’ wide), consider recessing entries to provide small open spaces for sitting, street musicians, bus waiting, or other pedestrian activities. Recessed entries should promote pedestrian movement and avoid blind corners.

- A-5 Respect for Adjacent Sites.** Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

University-specific supplemental guidance:

Context: This Citywide Design Guideline is particularly important where a building’s back side, service areas or parking lots could impact adjacent residential uses. Map 2 (page 8) shows potential impact areas—these are where Lowrise zones abut commercial zones.

Guideline: Special attention should be paid to projects in the zone edge areas as depicted in Map 2 to ensure impacts to Lowrise zones are minimized as described in A-5 of the Citywide Design Guidelines.

The applicant removed the four projecting bays from the uppermost floor to express the mezzanine and to better relate the building mass to the lower building to the south. This complied with the Board’s earlier guidance.

- A-6 Transition Between Residence and Street.** For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

B. Height, Bulk and Scale

- B-1 Height, Bulk, and Scale Compatibility.** Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

University-specific supplemental guidance:

Context: The residential areas are experiencing a change from houses to block-like apartments. Also, the proximity of lower intensive zones to higher intensive zones requires special attention to potential impacts of increased height, bulk and scale. These potential impact areas are shown in Map 4. The design and siting of buildings is critical to maintaining stability and Lowrise character.

Guideline: Special attention should be paid to projects in the following areas to minimize impacts of increased height, bulk and scale as stated in the Citywide Design Guideline.

The architect refined the 11th Ave. façade to more clearly delineate a base, middle and top in accordance with the Board’s prior guidance. By eliminating the upper most projecting bays, the architect reveals the mezzanine level. The mass visually steps down the façade to more closely relate to the height of the adjacent building.

C. Architectural Elements and Materials

- C-1 Architectural Context.** New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

University-specific supplemental guidance:

Context: Buildings in the University Community feature a broad range of building types with an equally broad range of architectural character. Because of the area's variety, no single architectural style or character emerges as a dominant direction for new construction. As an example, the University of Washington campus sets a general direction in architectural style and preference for masonry and cast stone materials, however, new buildings on and off campus incorporate the general massing and materials of this character, rather than replicating it.

Guidelines:

6. Although no single architectural style or character emerges as a dominant direction for new construction in the University Community, project applicants should show how the proposed design incorporates elements of the local architectural character especially when there are buildings of local historical significance or landmark status in the vicinity.
7. For areas within Ravenna Urban Village, particularly along 25th Avenue NE, the style of architecture is not as important so long as it emphasizes pedestrian orientation and avoids large-scale, standardized and auto-oriented characteristics.
8. On Mixed Use Corridors, consider breaking up the façade into modules of not more than 50 feet (measured horizontally parallel to the street) on University Way and 100 feet on other corridors, corresponding to traditional platting and building construction.
9. When the defined character of a block, including adjacent or facing blocks, is comprised of historic buildings, or groups of buildings of local historic importance and character, as well as street trees or other significant vegetation (as identified in the 1975 Inventory and subsequent updating), the architectural treatment of new development should respond to this local historical character.
10. Buildings in Lowrise zones should provide a "fine-grained" architectural character.

- C-2 Architectural Concept and Consistency.** Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

The clarity of the concept drawings illustrated in the EDG packet lost their resonance during the evolution of the 11th Ave. façade. A simpler elevation, achievable by specific changes, would return the spirit of the design to its initial essence or quiddity. The Board recommended the following changes: revise the two outer bays to resemble the two bays flanking the open stairs, reduce the depth of the balconies to railings or Juliette balconies, and wrap the weathered steel to include all of the bays closest to the street on the north and south elevations. Other refinements to the west façade are discussed in guidance for A-3 and C-4.

- C-3 Human Scale. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.**

Revise the overhead weather protection above the storefront façade and residential entry for greater consistency. The design presented to the Board had three or four different canopies of varying materials for a relatively small amount of linear frontage.

- C-4 Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.**

University-specific supplemental guidance:

Guidelines:

- 8. New buildings should emphasize durable, attractive, and well-detailed finish materials, including: Brick; Concrete; Cast stone, natural stone, tile; Stucco and stucco-like panels; Art tile; Wood.**
- 9. Sculptural cast stone and decorative tile are particularly appropriate because they relate to campus architecture and Art Deco buildings. Wood and cast stone are appropriate for moldings and trim.**
- 10. The materials listed below are discouraged and should only be used if they complement the building's architectural character and are architecturally treated for a specific reason that supports the building and streetscape character: Masonry units; Metal siding; Wood siding and shingles; Vinyl siding; Sprayed-on finish; Mirrored glass.**
- 11. Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.**
- 12. Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.**
- 13. Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes. Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.**
- 14. Light standards should be compatible with other site design and building elements.**

Signs

Context: The Citywide Design Guidelines do not provide guidance for new signs. New guidelines encourage signs that reinforce the character of the building and the neighborhood.

Guidelines:

- 5. The following sign types are encouraged, particularly along Mixed Use Corridors – Pedestrian oriented shingle or blade signs extending from the building front just above pedestrians; Marquee signs and signs on pedestrian canopies; Neon signs; Carefully executed window signs; such as etched glass or hand painted signs; Small signs on awnings or canopies.**
- 6. Post mounted signs are discouraged.**
- 7. The location and installation of signage should be integrated with the building's architecture.**

8. Monument signs should be integrated into the development, such as on a screen wall.

Deliberation focused on the metal mesh screen along the 11th Ave. frontage. Upon viewing a sample of the mesh, the Board approved the use of this specific tartan grid.

The weathered steel on the 11th elevation must wrap around to include the entire bay on each of the north and south elevations closest to the street. This will visually simplify the facades and add high quality materials to areas of the building most visible from the sidewalk and street.

The visibility from the sidewalk of the metal decking for the underside of the stair landings disturbed the Board members. Change the metal to a higher quality material. See guidance for A-3.

The sign mounted on the mesh screen appears too low and possesses a lettering style not in keeping with the contemporary quality of the building. The Board recommends placing the sign at a higher location and revising the lettering style.

D. Pedestrian Environment

- D-1 Pedestrian Open Spaces and Entrances.** Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

University-specific supplemental guidance:

Context: The University Community would like to encourage, especially on Mixed Use Corridors, the provision of usable, small open spaces, such as gardens, courtyards, or plazas that are visible and/or accessible to the public. Therefore, providing ground-level open space is an important public objective and will improve the quality of both the pedestrian and residential environment.

Guidelines:

- 3. On Mixed Use Corridors, consider setting back a portion of the building to provide small pedestrian open spaces with seating amenities. The building façades along the open space must still be pedestrian-oriented.**
 - 4. On Mixed Use Corridors, entries to upper floor residential uses should be accessed from, but not dominate, the street frontage. On corner locations, the main residential entry should be on the side street with a small courtyard that provides a transition between the entry and the street.**
- D-6 Screening of Dumpsters, Utilities, and Service Areas.** Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.
- D-7 Personal Safety and Security.** Project design should consider opportunities for enhancing personal safety and security in the environment under review.

D-10 Commercial Lighting. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

Use high quality lighting to signify the importance of the central open stairs. In order for land use staff to review the lighting provide both an evening rendering of the appearance of the stair tower from a pedestrian view and the type of fixtures.

D-11 Commercial Transparency. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

D-12 Residential Entries and Transitions. For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

E. Landscaping

E-2 Landscaping to Enhance the Building and/or Site. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

The Board did not comment upon the landscape plan.

Board Recommendations: The recommendations summarized below were based on the plans submitted at the March, 17th 2014 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the March 17th public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the five Design Review Board members present unanimously recommended approval of the conditions and departures.

The Board recommended the following **CONDITIONS** for the project. (Authority referenced in the letter and number in parenthesis):

- 1) Locate the residential entrance on 11th Ave NE within the same vertical bay as the stairs. This action preserves the clarity of the original parti noted at the EDG meeting. (A-3)
- 2) Revise the portion of the facade currently shown as the gate into the entry foyer to possess the same storefront glazing system as the commercial spaces. (A-3)
- 3) Provide the following changes to the elevations: revise the stairs to eliminate the visibility of its underside from the pedestrian realm and change the metal decking to a higher quality material (A-3, C-4); change the two outer bays to resemble the two bays flanking the open stairs (C-2); reduce the depth of the balconies to railings or Juliette balconies (C-2); and wrap the weathered steel to include all of the bays closest to the street on the north and south elevations (C-2, C-4).
- 4) Revise the overhead weather protection above the storefront façade and residential entry for greater consistency. (C-3)

- 5) Move the sign mounted to the metal mesh to eye level or above and revise the lettering style in keeping the contemporary style of the building. (C-4)
- 6) Use high quality lighting to signify the importance of the central open stairs. The land use planner will review and approve the lighting based on an evening rendering of the appearance of the stair tower from a pedestrian view and the type of fixtures. (D-10)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) are based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure(s).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMENDATION
1. Street Level Facing Facades SMC 23.47A.008A.3	Street-level, street-facing facades shall be located within 10' of the structure lot line unless wider sidewalks, plazas or other approved landscaped or open spaces are provided.	Proposes a portion of the street-level, street-facing facades to be 33' 5-1/2" from the lot line.	▪ Creates a gated, covered entry court.	Recommended approval.

DIRECTOR'S ANALYSIS - DESIGN REVIEW

The Director finds no conflicts with SEPA requirements or state or federal laws, and has reviewed the City-wide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. The Director agrees with the conditions recommended by the four Board members and the recommendation to approve the design, as stated above.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated October 30, 2013. The information in the checklist, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision. The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations and/or circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The

following analyzes construction-related noise, air quality, earth, grading, construction impacts, traffic and parking impacts as well as its mitigation.

Noise

Noise associated with construction of the mixed use building and future phases could affect surrounding uses in the area, which include residential and commercial uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Although there is adjacency to residential uses, the Noise Ordinance is found to be adequate to mitigate the potential noise impacts.

Air Quality

Construction for this project is expected to add temporarily particulates to the air that will result in a slight increase in auto-generated air contaminants from construction activities, equipment and worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). To mitigate impacts of exhaust fumes on the directly adjacent residential uses, trucks hauling materials to and from the project site will not be allowed to queue on streets under windows of the nearby residential buildings.

Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition.

Earth

The Stormwater, Grading and Drainage Control Code (SGDCC) requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the DPD Geo-technical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation. This project constitutes a "large project" under the terms of the SGDCC (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DPD building plans examiner and geo-technical engineer prior to issuance of the permit. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Grading

Excavation to construct the mixed use structure will be necessary. The maximum depth of the excavation is approximately 10 feet and will consist of an estimated 400 cubic yards of material. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. Future phases of construction will be subject to the same regulations. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Construction Impacts

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Traffic and Parking

Duration of construction of the mixed-use building may last approximately 16 months. During construction, parking demand will increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities and parking (SMC 25.05.675 B and M). Parking utilization along streets in the vicinity is near capacity and the demand for parking by construction workers during construction would likely reduce the supply of parking in the vicinity. Due to the large scale of the project, this temporary demand on the on-street parking in the vicinity due to construction workers' vehicles may be adverse. In order to minimize adverse impacts, the applicant will need to provide a construction worker parking plan to reduce on-street parking. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA Ordinance.

The construction of the project also will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and the transport of construction materials. Approximately 400 cubic yards of soil represent the amount of excavation and fill at the project site. The soil removed for the garage structure will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require approximately 40 round trips with 10-yard hauling trucks or 20 round trips with 20-yard hauling trucks. Considering the large volumes of truck trips anticipated during construction, it is reasonable that truck traffic avoid the afternoon peak hours. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Truck access to and from the site shall be documented in a construction traffic management plan, to be submitted to DPD and SDOT prior to the beginning of construction. This plan also shall indicate how pedestrian connections around the site will be maintained during the construction period, with particular consideration given to maintaining pedestrian access along 11th Ave. NE. Compliance with Seattle's Street Use Ordinance is expected to mitigate any additional adverse impacts to traffic which would be generated during construction of this proposal.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area; increased demand for parking; and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with

these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, due to the size and location of this proposal, green house gas emissions, historic preservation, traffic, and parking impacts warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Historic Preservation

A review by the Department of Neighborhoods determined that the two existing single family structures are unlikely, due in part to a loss of integrity, to meet the standards for designation as an individual landmark.

Transportation

According to the transportation consultant, William Popp Associates, the 40 dwelling units and 1,300 square foot commercial use would likely generate 203 net new average daily vehicle trips (accounting for the loss of trips generated by the two single family house) with 18 trips occurring in the PM peak hour. DPD staff believes, based on experience with similar projects in the project vicinity, that the ADT may be somewhat smaller than estimated by the consultant due to propinquity of transit, the likelihood that a substantial number of residences will be students enrolled at the nearby University of Washington and the presence of a robust commercial district. DPD does not anticipate that the impacts to levels of service on nearby streets would be significant. No SEPA mitigation of traffic impacts to the nearby intersections is warranted.

Parking

The development site lies within the University District Northwest Urban Center which, based on the Land Use Code section 23.54.015, does not require residential off-street parking. The applicant, however, proposes four parking spaces situated off the alley.

The transportation consultant estimates in its memo to DPD (dated January 17, 2014) that the estimated peak parking demand could range between 14 and 32 vehicles. With four on-site parking spaces, the project would likely generate demand for 10 to 28 on-street parking spaces or tenants would need to find pay lots.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2C.
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2C.

CONDITIONS – DESIGN REVIEW

Prior to MUP Issuance

- 1) Locate the residential entrance on 11th Ave NE within the same vertical bay as the stairs. This action preserves the clarity of the original parti noted at the EDG meeting. (P)
- 2) Revise the portion of the facade currently shown as the gate into the entry foyer to possess the same storefront glazing system as the commercial spaces. (P)
- 3) Provide the following changes to the elevations: revise the stairs to eliminate the visibility of its underside from the pedestrian realm and change the metal decking to a higher quality material; change the two outer bays to resemble the two bays flanking the open stairs; reduce the depth of the balconies to railings or Juliette balconies; and wrap the weathered steel to include all of the bays closest to the street on the north and south elevations. (P)
- 4) Revise the overhead weather protection above the storefront façade and residential entry for greater consistency. (P)
- 5) Move the sign mounted to the metal mesh to eye level or above and revise the lettering style in keeping the contemporary style of the building. (P)
- 6) Use high quality lighting to signify the importance of the central open stairs. The land use planner will review and approve the lighting based on an evening rendering of the appearance of the stair tower from a pedestrian view and the type of fixtures. (P)

Prior to Commencement of Construction

- 7) Arrange a pre-construction meeting with the building contractor, building inspector, and land use planner to discuss expectations and details of the Design Review component of the project. (I)

Prior to Issuance of all Construction Permits

- 8) Embed the MUP conditions in the cover sheet for all subsequent permits including updated building permit drawings. (Z)

Prior to Issuance of a Certificate of Occupancy

- 9) Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Bruce P. Rips, 206.615-1392). An appointment with the assigned Land Use Planner must be made at least five working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved. (P)

For the Life of the Project

- 10) Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Bruce Rips, 206.615-1392). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT. (C)

CONDITIONS – SEPA

Prior to Issuance of a Demolition, Grading, or Building Permit

- 11) A construction traffic management plan shall be submitted to DPD and SDOT prior to the issuance of the permit. This plan will identify construction materials staging area; truck

access routes to and from the site for excavation and construction phases; and sidewalk and street closures with neighborhood notice and posting procedures.

During Construction

- 12) Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Compliance with all applicable conditions must be verified and approved by the Land Use Planner, Bruce Rips, (206-615-1392) at the specified development stage, as required by the Director's decision. The Land Use Planner shall determine whether the condition requires submission of additional documentation or field verification to assure that compliance has been achieved.

Signature: (signature on file) Date: July 3, 2014

Bruce P. Rips, AAIA, AICP
Department of Planning and Development